Pur men before Sevastopol! a more beroic host There never stoed, in bardship and in peril, at their post. and there the first among them goes, if thou hast eye

"Tie not the good Lord Ragian, nor yet the great Oma-

war.

Behold the soldier who in worth excels above the rest;
That English maiden yonder is our bravest and our best.

Brave men, so called, are plentiful: the most of me Se, truly, are the most of degs, who reck not of Their valer's not self-sacrifice, but simple want of beed; But courage, in a woman's heart, is bravery indeed.

And there is Mercy's Amazon, within whose little breast Barns the great spirit that has dared the fever and the

And she has grappled with grim Death, that maid so bold and meck:

There is the mark of battle fresh upon her pallid check. That gallant gentle lady the Camp would fain review; Throughout the Chief escorts her with such honor as is

How many a prayer attends on her, how many a blessing greets!

How many a glad and grateful eye among that host she meets!

Now goes she to look forth upon the Enemy's strong-O damsel, when its story shall in after times be told, When not a stone of that thieves' den shall rest upon

No name shall with its memory live longer than thine Among the world's great women thou hast made thy

glorious mark; Men will hereafter mention make of thee with Joan of

Arc: And fathers, who relate the Maid of Saragossa's tale, Will tell their little children, too, of FLORENCE NIGHT-INGALE.

VISIT TO ST. CROIX.... No. II.

Correspondence of The N. Y. Tribune.

ST. CROIX, W. I., April, 1855. Light though favoring winds did not bring us to West End before eight o'clock, on the morning of the 13th. I for one was not sorry for this, as I had most carnestly desired to approach the island by daylight. The most pleas ing and picturesque views of the West India Islands are from the sea. They rise so abruptly from the ocean, their deep verdure contrasts so strikingly with the bright waters which surround them, and you so take in at a single view each separate one, that they seem rather to sit and float upon the deep than to send their rocky shafts down into its bosom to give them fixity in the solid structure of the "great globe itself." Everything in their appearance awakens the sentiment of the utmost purity and grace. Their shores, made up of frequent alternations of calm bays and dark inlets, with graceful capes or sharp promontories-their hills swelling grandly up from the coast, verdant to their summits, with narrow vallies winding around among them; altogether they seem fairy habited only by fairies of earth and air. among the West Indies without even setting foot

upon them would be most enchanting.

With the earliest light I crept forth from m dog-house to enjoy the refreshing breeze of dawn and take a near view of this island, with whose general aspects as beheld in the distance I had for months been familiar. For, although forty miles removed from St. Thomas, the atmosphere is often so clear that separate trees can be distinguished with a glass upon its hills; and the windmills which crown its highest peaks can be seen in motion. The beautiful features of hill, mountain and which kitherto I had seen only industing the valley which hitherto I had seen only indistinctly were revealed by that soft morning light in their full proportions. I was greatly surprised to see that what I had fancied wild, rugged mountainsides were indeed in many instances precipitous bills, yet under the highest cultivation, and covered with luxuriant green fields of sugar-cane. order to reach West End it is requisite to double the extreme western point of the island, which extends from east to west, and sail along near to the land for three or four miles in a north-easterly direction. Along this line of coast four or five beautiful estates abut upon the sea, and thence run back upon or among the hills. A broad car-riage-road winding along near the beach, lined on each side by rows of cocoa-nut trees-broad fields of cane often clothing the highest hills with its bright green covering, and in various stages of growth—the fine mansions of the proprietors surmounting some graceful elevation near the sea, with their nestling negro villages close at hand, embowered in rich groves of plantains and bananas embowered in rich groves of plantains and bananas, give one, at his first glimpae, a pleasant and not untruthful picture of St. Croix, which he will see repeated with agreeable variations and different zettings wherever he goes through the island. The style of the hills as seen along this coast, and their being cultivated to their summits reminded me of the country in some parts of Columbia County, particularly through the towns of Claverack and Kinderhook.

This town has no harbor; only a shallow and in-secure roadstead. An English bark, two Ameri-can schooners and a sloop or two constituted its shipping-list as we bore down upon the town. The waters, not much disturbed by the keels of vessels, waters, not much disturbed by the keels of vessels, are of the most exceeding purity and clearness. The ground, with everything upon its surface or in the water, can be discerned clearly at the depth of five to eight fathoms. Fishes of the greatest variety as to species, size and hue, can be seen disporting carelessly through the limpid flood. Two rude wooden whereas at tend from the sand. Two rude wooden wheres extend from the sandy beach into the water perhaps thirty feet. These suffice for the landings and shipments of the place. In front of these is the Custom-House—a small, In front of these is the Custom-House—a small, two-story stone building—the center being pierced by a broad passage like the toll-houses on our turn-pike roads. Here every hogshead of sugar, before it is rolled down for shipping, is inspected by weighing on a large pair of scales by the collector. To the left, as we approached the wharf, on a level plot of ground, is the Fort—a low stone structure, with the residence of the commander, and the barracks for the soldiers connected with it in the rear, constructed of wood in the plainest style of clapboarding. The whole to the seaward is surrounded by a low grassy rampart covered with inded by a low grassy rampart covered with shrubbery, save where one or two guns look grim and defiantly out over the sea. On the right hand, behind, are scattered thibet, cocos-nut and tamarindbehind, are scattered thibet, cocoa-nut and tamarind-trees, and beyond the street which winds along the beach half-a-dozen stores and warehouses of modest proportions give facilities for the principal business operations of the place. And these, with half-a-dozen lazy porters, a horse-cart or two, a score of negroes who have rushed forth to see the strangers, and a few merchants and merchants' clerks, who, partaking of the same curiosity, yet more equable in its manifestation, have come out upon the stone plazzas in front of their stores, pretty fairly represent its business character and pretty fairly represent its business character and activity. The town consists of four or five broad activity. The town consists of four or five broad, level streets running from east to west and crossed at right angles by as many mera, which are lined by quaint, old, rather decayed houses with gardens upon the streets, and numerous made-trees. It quite rescribles the old and more wifred New-England towns before the screech of the railroad whistle had disturbed their quies, and when the farmers of the country around came joining slowly into town to exchange their grain or other light produce for farming implements or temporary supplies, and farmers' wises and daughters came driving in with the accumulated butter and eggs of a week or ten days to barter for household necessities and the replemisment of their simple wardrobe.

Arrived upon the wharf, I found that my trank

wardrobe.

Arrived upon the wharf, I found that my trunk had already preceded me to the Custom-House. For although under the same Government as St. Thomas, while there a system of practical free

trade prevails, and such a thing as inspecting one's baggage is never known, here both import and ex-port duties are rigidly levied. Even coming from the sister island does not exempt one from the ne-cessity of exposing to a crowd of curious by-standers the promiscuous contents of his travelingtrunk. Some amusing steries are told of the minuteness to which officials in times past have carried this system of levying for revenue. A lady here once told me that she had been compelled to pay the duties on two or three little dress-patterns which she was taking along to make up for her child on her visit. The man has been inted out to me who once exacted of an American gentleman the dues on a single ham, which beside had been half-caten on the voyage. The extremely petty affairs of such small colonics tends to beget littleness in all implicated in them. But I suspect these things belong to past eras. At least the inspection of my luggage was a very sum-mary and careless business. Porters were less lenient. Two black imps demanded for their services in carrying my trunk perhaps a hundred rods twelve old bits—which is eighty cents. And when I put them off with half that sum, they sought the pulse of national feeling in my breast by suggesting that "the Americans always gave "them eighty cents." I confess to a momentary "them eighty cents." I confess to a momentary sentiment of patrictic pride, and looked with a milder eye at the cunning rascals. Had their ex-

been but a little more modest, I should

certainly have paid the tribute to the good name

f my countrymen.
The Americans formerly had frequent and inti-The Americans formerly had requent and intermet associations with this island. At one time, for a quarter of a century I suppose, perhaps longer, its products, sugar, molasses and rum, went mostly to the States, while the horses and mules required here almost wholly came thence. The names of well known shipping-houses in Middleton and Now Haven forty years and in Middletown and New-Haven forty years ago, and of famous old shipmasters in those parts are still familiar names in the reminiscences of the Santa Cruzians. More tender and affecting associations also entwine the name of Santa Cruz in the pleasant and sad memories of many a refined do-mestic circle of our land. Hundreds whose frame the severity of our Winter-climate had shattered. have, in this town, more especially found a timel shelter, for one or more successive years, from the rigor of our northern States in those trying months. In this equable and restorative air, where an incomparable and more than Summersoftness gently embraces the invalid-riding over these beautiful roads through ever-varying scenery, and enlivening the quiet of life here in the elegant and hospitable society of these calm and cultivated islanders—they have cluded the grasp of ruthless consumption; and so regained their former strength and vigor as to go home with grateful immunity and vigor as to go home with grateful immunity from threatened disease. Alas! others by scores have come too late to escape the pursuit of the insatiate malady which had too long preyed upon the organs of life. They have come, under the anxious eyes of friends, brightened by feigned hope and cheer, yet red with secret tears—a mother watching over a darling child, a sister over a loved brother, a brother with tender assiduity soothing the last days of a cherished sister—amid alternate hope and fear-to sink into the arms of death, and by sad affection to be borne across the deep waters, and laid in many a green, quiet burisl-place of their native land, when the cheer-ful flowers of May and the rich verdure of June were mocking at decay and death. Many hopes of fond hearts in America have been extinguished here. Many, many a tragedy of American house-hold love has here come to its sad termination. Many a tender and strong heart too in America

throbs with a pang and a sad remembrance at the mention of Santa Cruz.

Of late years the number who, from the States, have sought here confirmed health or prolonged existence has been small. Yet do I doubt if any part of the world offers as pleasant, congening and the state of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world offers as pleasant, congening the same control of the world of the same control of the world of the same control of t favorable a winter-residence for those suffering from or threatened with pulmonary complaints. It is easy of access; communication with home is frequent through St. Thomas. Expenses are moderate—the essentials of living not exceeding forty dollars per month. The most quiet and comfortable boarding-houses are to be found. Fair horses and carriages can always be obtained at low prices. On all sides are prospects of enrapturing beauty to cheer and charm the sick one's eye. Bright skies are ever overhead—a green and blossoming earth beneath your feet. And as for the air, its delicious softness mellowed from the fierce rough-ness of the Trades by coming over graceful caneclad hills and plains-words cannot describe it to those of my countrymen who happen to be atran-gers to any more softly poetic atmospheric phases than the bracing cool or scorching hot airs of our northern hills and vales.

CAPE COD.

Correspondence of The N. Y. Tribune.

PROVINCETOWN, June 21, 1855. On the cool, breezy morning of Tuesday, the 19th, G- and myself left the cars at Yarmouth and took chaise, bound for Race Point, the extreme land of Cape Cod.

Sandwich occupies the neck of the Cape and in its physical features is similar to the coast towns generally. Barnstable, the next town, produces excellent fruit, but is more sandy and is largely represented on the sea. Yarmouth has wealth and pleasant dwellings, with a High-School whose spacious edifice and teachers are

seldom surpassed.

The general aspect of the country, comprising undulations of greensward and sand-hills with occasional groves of pine and oak, for many miles the same, until we reach Brewster. This village contains elegant dwellings and luxuriant foliage and is the third town, we believe, in wealth in the

Commonwealth in proportion to the population.

Soon after noon we drew up before the spacious hotel of "Sim Higgins," the half-way house between Sandwich and Provincetown. Mr. H. is a gentlemanly landlord, who has risen from an adventurer with a few hundred dollars, thirty years go, to the owner of proverty valued at more than \$100,000. His house is a resort of people from exbury and other towns during the warm season. We saw nothing that looked like a bar. Next be-low Orleans is Eastham, the most desolate spot in appearance we had seen. The houses are scattered and all common in their exterior. The road which had been good here was heavy, and as a shrewd breacher said, the difficulty beyond was not in the

length but depth of the road.
Wellfleet is the most sandy town on the Cape.
The village covers the valleys and slopes of hills which present an unallevisted waste of sand. Yet there are fine churches and good dwellings. From this town to Trure, a distance of six miles, the road lies through a forest which in extent and the size of many trees greatly surprised us. Natural ponds of clear water are cradled between

the romantic hills and the scenery is quite unlike what are expected to find within a dozen miles om the end of the Cape.
At Truro we wandered along the banks of Pamet

River and to the base of "Old Tom's Hill," where the Pilgrims encamped and thought to fix their habitation. In the church-yard of this village of perhaps 1,500 people we found a monument or which was written, "Sacred to the memory of 57 citizens of Truro who perished in seven vessels in the memorable storm of Oct. 3, 1841." Who shall reveal the sorrow on the sea and on the land whice was condensed in that brief inscription. We passed a beautiful dwelling in whose front yard the marble was erected the perpetuate the remembrance of a son lost in the waves. From Trure to Provincetown we found the

worst traveling, resembling riding on the soft beach of the open ocean. Two miles this side of Provincetown the new road and bridge, at an expense of about \$20,000 to the towns connected, is in construction, which will shorten the distance and make it a pleasant ride. The Village of Prov-incetown! We could not believe our mortal vision when it burst on our view. As we wound along the street, two-and-a-half miles in length, vassing banks, churches and expensive dwellings, with a population of 4.500, there was a sudden and convolete revolution in our notions of this end of creation. We halted before "The Pilgrim House" and excountered, unexpectedly, the Rev. Mr

- of Boston, T- of Dennis, and Dr. Dix,

who is writing a history of the Cape. In a few moments we were en route over the plains for Raw Point, three miles distant. Ascend-

plains for Kaw Point, three limes als ant. Ascending to the lantern of the lighthouse, we looked out upon the perilous path of the navigator.

"Two years ago the 29th of next December," said Crocker, the keeper of the beacen, "the shore "was covered with wrecks. The ship Lowell was in the surf, and I went to the vessel between the "in the surf, and I went to the vessel between the "breaking waves, and told the men to fall into my "arms. I got all but the mate, and he was crazy. "Foor fellow, he walked the deck until I left him, "and the ship soon went to pieces." The same daring man, whose salary is \$350 per annum, picked up nine men from the surf, at the hazard of his life, during that awful storm. There was fog while we were on shore, and the bell from its tower tolled solemnly, to warn the mariner of his proximity to

the dreaded Cape.

From Face Point we drove to the wharf, and took a sail-boat for Long Point, the bold and beautiful beach where the Pilgrims first touched American soil, and where on Monday following the women west on shore to wash their apparel. G. seemed determined to find the very footprints of his succestors. The historical associations are more interesting than those of Plymouth to one familiar with the facts. The High School of Provincetows and the Grammar Schools are in fine buildings and under excellent discipline. Cranberry fields with fish-ponds in the center are seen in the suburbs The harbor is unrivaled, and we predict a railroad to this point within 10 years. A stage line con-nects daily with the cars now. The Rev. Mr. Myrick is a man of enterprise as well as a faithful preacher, and has done much to advance the prosperity of the town. No liquor can be had here It is true there is less physical beauty in the country and people than in many other parts of the land; and there is also less refinement, and that independence of action peculiar to sea-faring com-munities; but in good sense, hospitality and general progress, Cape Cod will compare with any other section of the Commonwealth, and counts already distinguished names in Church and State.

FROM TEXAS.

From The New-Orleans Delta, June 17. The United States Mail steamship Mexico arrived lost evening from Iocianola and Galveston, bringing us dates from the latter place to the 14th inst.

The proprietors of nearly all the drinking boases and hotels of Galveston have united to make company to the company of the co

mon cause in an endeavor to try the validity of the late ordinance closing up such establishments on Sun-

At Galveston on the 12th inst., an interesting suit in which R. D. G. Mills was plaintiff, and the owners of the steamship Louisiana defendants, was decided in favor of the plaintiffs. The suit grew out of the loss of a bag containing \$3.500 in specie, sent by the plaintiffs on board the Louisiana, for New-Orleans. The bag was abstracted by some means and another bag containing a lot of bullets and some coin substituted in its place, and the robbery was only discovered when the bag was delivered in New-Orleans.

Lieut. N. C. Givina is to be tried by a Court-Martial at Austin on the 5th of July. He is charged with writing communications over the signature of "One "who Knows," censuring the officers of the army. B. F. Neal, Esq., has been elected Mayor of Corpus Christi. At Galveston on the 12th inst., an interesting suit

The citizens of Corpus Christi have called a mass

meeting for the 16th inst. to take measures for the suppression of horse and cattle stealing.

Recent letters have been received at Galveston which give full assurance that the Galveston, Houston and Henderson Railroad will yet be built, and that the first twenty-five miles will be completed before the

the first twenty-five miles will be completed before the expiration of the time limited by the 16th section of the bifl. The iron is now on the way out from England, and may be expected here shortly.

The Austin Texas State Times says Mr. Runels brought intelligence to that place of a late occurrence on the frontier, which is credited there and may account for the numerous Indian depredations reported from Fredericksburg and vicinity.

At the Dripping Springs, some forty miles westwardly from Austin, Mr. Walker and a negro were attacked by a party of five, Indians apparently. Mr. Walk was killed and the mule the neuro was riding was

At the Drephing Springs, some forty males west-wardly from Austin, Mr. Walker and a negro were attacked by a party of five, Indians apparently. Mr. W. was killed, and the mule the negro was riding was shot from under him. He fled-was pursued, but managed to make his escape—reached a settlement and reported the circumstance. A party immediately made pursuit, overtook them, killed four and wounded the fifth, who plunged into the river but was captured. The water transformed his Indianship into a white man. The party went back, washed the faces of the others and found them all white. The prisoner says there is a party of one hundred banded together in the mountains, who have been depredating upon the frontier. Upon examination it was discovered they had robbed the pockets of Mr. Walker of sixty dollars in money. This affair happened in the latter part of last week.

Another version of this story says there were four real Indians and one white man. None of them were killed. The killing of Walker is true. Eight men are in pursuit of the party.

in pursuit of the party.

The Austin State Gazette of the 9th inst. says A short time ago an affluent and enterprising planter from Louisiana emigrated to our State and settled on the Colorado, near its mouth. He was highly pleased with the country and was making extensive preparations for planting a crop. Capt. Baker, for that was his name, remained among his negroes without the commany of any white person, intending shortly to 25th, as stated by his negroes, he was shot dead in his 25th, as stated by his negroes, he was shot dead in his bed by some unknown person. Investigation was being made at last accounts and suspicion existed of foul play on the part of some of the negroes. Nothing certain, however, has been discovered. What the melancholy tidings will be to the deceased's family, we leave to our readers to judge. In one moment all the dearest hopes of life have been blighted.

There are said to be 1,500 German emigrants now on their way from Hamburg to the port of Indianola, Texas. There are already 50,000 German citizens in the State.

FROM HALIFAX AND NEWFOUNDLAND

By the steamship Asia we have received Halifax pepers to the 19th and St. Johns, N. F., to the 13th instant.

A correspondent of The Halifax Chronicle, writing from Magdalen Islands under date of May 30, says: The shore seal fishery proved a failure this Spring, and the merchants will be minus of their supplies, as debts get out of date in ninety days. The vessels had better luck, averaging some 250 each of large seals, which yield about £3,000 in all. Herring have been exceedingly plenty and of superior quality. Owing to the prevailing low prices but few vessels came this Spring, and they all got good fares of superior fish, and great rows can now be seen wasting along the shore for the

want of salt.

On Friday lest the first eight or nine miles of the railway was opened from Halifax to Sackville. Contracts have been made for the extension of this line, and by the close of 1857 the rail will extend to

A letter dated King's Cove, N. F., June 3, says:

A letter dated King's Cove, N. F., June 3, says: The fishery in this and the neighboring harbors at this early season far exceeds anything of the knd for thirty years past. The great misfertune was that but few were in order to catch it. Some boats in Bonavista on Friday brought in 26 quintals; some boats bere and in Keels have now from 50 to 70 quintals. Herring was so plenty that they took them with castnets. This is good news.

The N. Y. and N. F. E. T. Company's steamer Victoria had returned to St. Johns, having been engaged in transporting laborers and supplies to Bay Despair and other piaces on the telegraph line, where the work was to be resumed. Two hundred men have been left there with six weeks' provisions, and the Victoria, after having received some slight repairs, would leave with additional men for the line. The St. Johns papers are sauguine that this great work will be effectually are sanguine that this great work will be effectually and specify accomplished. The Victoria also brough cheering accounts of the fishery from all parts of the coast where she had visited.

FROM LAKE SUPERIOR-THE CANAL OPENED.

From The Detroit Free Press June 22

The steamer Baltimore, Capt. John Reed, of Col. McKnight's Lake Superior line, reached this port yesterday at about 54 o'clock P. M. The Baltimore left this city nearly four years ago, and was taken across the portage to Lake Superior, where she has been ever since. Her arrival yesterday created not a little enthusiasm and excitement on the dock, and all were on the gue use for news concerning the covering. were on the qui vive for news concerning the

of the Canal.

The steamer litinois entered the Canal at about 11 o'clock A. M. on Monday, and passed through all the locks to the caisson gate without difficulty. Here she was detained until 11 o'clock P. M. This gate had never been moved, and it required the united exertions of the I'vinois, pushing on the lower side, and the Baltimore pulling on the upper side, to move it. After the Illinois bad get through the Baltimore immediately entered, and made the passage in two hours without the least detention. Considering that she came through in the night, the passage was a remarkably

quick one. The next day the propeller Gen. Taylor and the scheoner Fannie and Floy, both loaded, passed through in one and a half hours. The Illinois passed on up to Ontonagon, whence she will return. On the north bank of the Canal, just above the

On the north bank of the Canal, just above the second lock, the water was showing itself through pretty freely, and it was deemed advisable to hut in the caisson gate and draw the water out, so as to give the banks a chance to settle. Superintendent Burt thought, however, that he should have no difficulty in passing vessels through as fast as they should arrive. From the little use already had of the Canal, Mr. Whiting thinks it is evident that a guard-gate will have to be put in at its head. have to be put in at its head.

RIGHTS OF NEUTRALS IN THE BALTIC.

We find in the preceedings of the House of Commons on the 5th inst. the following statement with regard to the alleged in-vasion of the rights of neutrals by English cruisers in the Baltic:

Mr. J. G. Phillimore asked the First Lord of the Mr. J. G. Phillimore asked the First Lord of the had appeared in the papers to the effect that Capt. Watson of the Impérieuse had recently notified to the authorities at Port Baltic that neutral vessels would be allowed to leave the harbor, but only in ballast or with cargoes not of Russian produce, which had given occasion to the Russian Government to publish a circulation. cular declaring that her Majesty's Government had abandened the principle on which they had com-menced the war, that "the flag should cover the merchandise."
Sir C. Wood said he was in a position to give a most

"candiec."
Sir C. Wood said he was in a position to give a most complete and saisfactory explanation of the statement to which the bonorable gentleman hadreferred. It appeared that the Russian Government had issued a circular stating that a notice, such as that described by the honorable gentleman, had been sent by Capt. Watson, of the Impérieuse, to the authorities at Port Baltic, calling the attention of foreign Governments to it, and pointing out that such notice would be in contravention of the declaration made by her Majesty's Government at the commencement of the present warthat enemy's property should not be interfered with in neutral vessels. He was happy to say that there was not the slighest foundation for any such statement. Capt. Watson was now in this country; he had seen both him and the officer who took in the message to Port Baltic; from them he had learned what really did take place, and it would be seen from their account, which was totally at variance with the statement put which was totally at variance with the statement put forward by the Kussian Government, that Capt. Wat-son had carried out her Majesty's proclamstion in the strictest manner; a lieutenant of the *Impérieuse* was son had carried out her Majesty's proclamation in the strictest manner; a lieuterennt of the Impericuse was sent into Port Baltic to notify that a blockade was es-tablished. He met on the pier the Civil Governor of Port Baltic, and he told bim that the vessels then in harbor might leave either in balliast or with such car-goes as they had then on board, but that they would not be allowed to take any further cargoes on board after that notification. That officer and the Civil Governor visited every vessel lying in the harbor, but Governor visited every vessel lying in the harbor, but there were only two which had any cargoes on board, one of which was laden with ree, and the other a Darish vessel with spirits. The Civil Governor pleeged his honor that no further eargoes should be taken on board, and the Lieutenant told him that these vessels sa they stood would be allowed to depart. A further statement made in the Russian circular, to the effect that Capt. Watson declined to guarrantee the effect that Capt. Watson declined to guarrantee vessels going out under these circumstances being captured by other cruisers, was equally contrary to fact. What the Civil Governor asked was that four Russian—not neutral—fishing-boats, then lying at Port Baltic, should be allowed to proceed to Riga, and the answer was that, so far as Capt. Watson was concerned, they were free to depart; but it was not for him to say what course the Commander-in-Chief would take with regard to the free passage of Russian vessels.

HORRID MURDER AND ROBBERY.

From The Chicago Times.

We are put in possession of the following particulars by a highly respectable citizen of Rockford, regarding a cold-blooded and premeditated marder and robbery which occurred near Janesville on Saturday last.

which occurred near Janesville on Saturday last.

A man who has long been residing in Farmington, Wisconsin, has been occupied for a considerable period in rafting lumber on Rock River, between its head waters in Wisconsin and Rockford. This man, whose name our informant had forcotten, and who is well-known to many citizens of Rockford, and was highly respected by all with whom he had any business relations, came to that city on Friday last, and disposed of a raft of lumber, for which he was paid \$600. On Seturday he went homeward in a buggy, and when a little way beyond Janesville overtook a pedestrian, who asked the lumberman if he would give him a seat in the buggy for a short way. The request was complied with; the stranger on taking his seat offered a bottle of whicky to his obliging driver, who, when engaged in taking a portion of it was treacherously struck on the head with a hatchet which the ruffian had secreted under his coat. The blow took effect, struck on the head with a hatchet which the ruffian had secreted under his coat. The blow took effect, rendering the unfortunate man insensible, when his body was dragged out by his murderer and a repetition of blows made, so that life was soon extinct. The murderer then proceeded to strip his victim, and actually dressed himself in the clothes of the murdered man, got into his buggy, turned back and remained during the same night at New-Milford, a village five miles from Rockford, and where he had been employed on the farm of a man named Macomb.

The murderer is named Mayberry. He is a notorious horse thief, and has been repeatedly in the Pententiary for various crimes. During his penal servitude at Alton he had formed an acquaintance with another convict named Macomb. His term of sentence having expired on Christmas last, he was upon the

having expired on Christmas last, he was upon the recommendation of Macomb employed on his father's farm near New-Milford, and it was to this place that he returned with the spoils of his murdered victim on

Saturday morning.

On his arrival his changed appearance created some On his arrival his changed appearance created some surprise. Being drunk and garrulous, in answer to Macomb's inquiries he informed him in full of all the foregoing particulars, with the addition that he was now well fitted up with a "good raise," and was bound for the South, where he would make a better haul. The old man, Macomb, horrified at the recital of the ruffian's deeds, seemed to acquiesce in his proposed plans, and the latter, deeming himself in safe quarrers, was induced to go to bed. The Sheriff of Winnebago and his posse were sent for in hot haste, and they succeeded in securing the murderer in bed. He was removed to Rockford, and at present is lying heavily ironed in the Jail of that city. On his person, which has been identified as the property of the mardered man. He acknowledged the truth of the foregoing particulars to the authorities of Rockford, and described the place where the murder was committed and going particulars to the authorhies of Rockford, and described the place where the murder was committed and where he had secreted the body. Officers left yesterday to visit the spot and recover the body.

Mayberry is an American, and has been connected with the Mormon troubles at Nauvoo; is about thirty years of age, and is described as a desperate and daring man,

Melancholy Affair—A Teacher Murdered by a Boy.—We learn from a gentleman who was an eve-witness, the following particulars of a most horrible and tragic affair that occurred in Pontotoe, Miss., on Monday last. It appears that Mr. Brown, the Principal of the Male Academy at Pontotoe, had punished one of his pupils about a week since. A brother of the boy who was whipped, by the name of Weay, made threats against Mr. Brown for the aforesaid punishment, to which but little attention was paid. On Monday evening young Wray, a youth some 17 or 18 years old, took a position where Mr. Brown would pass on his way home from school, and waited until he eme along, when Wray attacked him. The two cliuched, Brown only acting in self-defense, and those who saw it thought it only to be a scuffle between them, until they saw B. run a few yards, his hand upon his abdomen, and fall down lifeless. While they were clinched Wray had inflicted two wounds upon Brown, with a large bowie knife, which killed him almost instantly. The young man was arrested at once. Mr. Brown was a man much respected, and leaves a young widow, to whom he had been married but a few months, to meurn his early and untimely end. This is one of the mest horrible, cold-blooded murders we have noticed in some time, and is a deeper outrage than the Mait. Ward case. MELANCHOLY AFFAIR-A TEACHER MURDERED

Heavy Rain and Flood—Skrious Canal Break.

—We were visited yesterday afternoon by an unusually heavy fall of rain. It continued for several hours, it was not, however, supposed that a sufficient quantity of water had fallen to cause any serious damage. Nor had we heard of anything noticeable until this menning, when it was rumored that northwest of us the fall of rain was almost unprecedented, and that it had not only caused the streams to overflow, but had filled the canals, so that the water passed over the banks in many places, threatening serious damage. Fortunately, however, no mischief has resulted that we have heard of on the Eric Canal; but a serious break was caused on the Champlain Canal near break was caused on the Eric Cana, on a sections break was caused on the Champlain Canal near Schuylerville. Its actual extent is yet unknown. If the apprehensions expressed in the following note are realized, ravigation will be seriously interrupted:

STILLWATER, Saratoga Co., June 22—10 P.M.

Hor. C. Gardinier—Dear Sir: I have just learned that the medical year Schuylerville has given way.

Her. C. Gardinier.—Dear Sir: I have just learned that the aqueduct near Schuylerville has given way. The water first made a breach around the north side of the north pier, through the towing-path, and when my informant left, the mason work was giving way. The probabilities are the whole north pier will go, in which event it will take a week or two to repair it. The food has been unprecedented this afternoon. The waste gates were entirely insufficient to take off the surplus water, and it runs over the towing-path for miles.

Yours, &c., C. A. Russell, Sup't. [Albany Evening Journal, 23d.

LETTERS FROM THE PEOPLE.

PROTECTION AND THE WAGES OF LABOR. To the Editor of The N. Y. Trib

Sin: You are always advocating a Protective Tariff. And pray what is the reason that we cannot manufacture cotten and woolens as cheap here as in Europe ! Is not the raw cotton cheaper here than Would there be much difference in the price of wool if the duty were abolished? My opinion is that if the whole Tariff were abolished we could, in a few years, manufacture both cotton and woolen goods as cheap here as anywhere. Labor would fall to about the same standard as it is in England. The Tariff protects labor, and labor only. And that the laborers and mechanics do not want it may be judged from the fact that they usually vote against the Whigs. For a time all parties now busy manufact turing would have to turn farmers, and their produce would come down. Flour would not bring over \$4 50 @ \$5, and other things in proportion; farm la-\$4 50 \(\pi \sets \), and other things in proportion; farm laborers would not command over \$5 per month; mechanics frem 75c. \(\pi \sets \) 25 per diem. That they would be pleased with the change there can be no doubt, as they vote so as to bring it about. And my opinion is that, take them as a class, those men who have been making \$1 25 per day for the past two years are better off, as a class, than those who have received \$2. The latter, as a class, have worked about five days a week and spent their surplus cash in follies, and are now out of work and out of furds, with impaired health and extravagant habits. I am not engaged in any manufactory and am opposed to a tariff of any kind. Why should I not have the right to get my boots and clothing from France and England tree of duty? Clothing is a necessary; why tax it! If the men and women here would work for the same wages as they do in Europe, the tailors here could continue their business, but not otherwise. So with boots and shoes and other articles.

Each State, if there were no Tariff, would have to pay a certain sum for the expenses of the Geperal Government, according to its Representatives, and each State would have to charge a poll-tax, or so much a head, on every man within its borders, beside a tax on real estate and property and incomes. This would be a truly democratic mode of proceeding; the expenses would be reduced, and offices and pi kings and stealings much diminished—a thing devontly to be wished for.

Remarks. borers would not command over \$5 per month; me-

Remarks.

Our correspondent has not well considered his subject. It is true that Wages are higher here then in Europe; but it is also true that they are huber in England than in Ireland, Portural or Italy, yet England undersells all these countries in Manufectures. So, you see, that Wages, though one element of success in Manufactures, are not everything.

The main advantage possessed by British over American Manufactures consists in the circumstance that London is the commercial center of the earth, whence ships are constantly departing and goods being dispatched by them to every corner of the savage as well as of the civilized world. lience the expense of getting up a new pattern or style of soods in England or France is assessed upon the ten thousand markets to which the preduct will be distributed, while an American rival fabric will have but one-tenth so many markets practically open to it.

The main reason why we impose duties on Imports is this-The Public Goop-" the great-"est happiness of the greatest number"-is thereby promoted. We, for instance, must sell newspapers in order to buy clothes; and if all our clothes, metals, wares and fabrics were made in Europe, we could not sell half so many papers, and hence could not afford to buy clothes, even though cheaper than they now are. Precisely similar to ours is the case of the farmer, the house-owner, the lawyer, doctor, trader, &c .- each must sell in order to buy, and could not do it if those whose products they now purchase and consume were located in Europe. But this is a broad subject-we only hint at the answer to Mr. Q.'s queries, without fully developing it.

As to direct taxation enforcing economy in Public Affairs, we do not find the assumption countenanced by facts. The Governments of this City and our cities generally, are supported by direct taxes, but they are in the average quite as prodigal and corrupt as our Federal Government.

GROWING WHEAT IN NEW-ENGLAND. To the Editor of The N. Y. Tribune :

Siz: The question whether Wheat can be advantageously grown in New-England is not only a mater of discussion at present, but in many cases has

If those who are still skeptical will adopt the system of sowing four acres of Winter Wheat and two acres of Spring Wheat every year, upon well-prepared land, properly fertilized, they will not only raise enough for their own use, but a surplus to sell For six years I have averaged 25 bushels of Winter

For six years I have averaged 25 bushels of Winter Wheat per acre I find 4½ bushels of Wheat, weighing 66 lbs. to the bushel, makes a barrel of flour. Now suppose 6 acres yield 150 bushels, this will make about 38 bbls. flour—sufficient for four families of eight persons each for the year.

It would be poor farming not to raise 20 bushels to the acre, provided every farmer would manure and cultivate as he does for a crop of oats or barley, and rye; and wheat under the same circumstances will yield more, and the crop is worth double when harvested.

Here is a fair tabular statement of grains, at the

sent to this market. Straw more than pays cost of cultivating the crop at \$20 per tun.

Now, a word as to the cultivation of Wheat in New-England. Old mowing lands and pastures are good for Wheat sown on the sod in September; rolling lands are better than flat. To make it come up quick, and especially if it is a dry time, soak in a salt pickle twelve hours, then mix and rake it dry in ashes. Sow the first week in September, bury it three inches deep with a horse-plow, cultivator or drill. This gives depth of root, and with a good Fall growth of blade it is proof against Winter kill.

The present and past year I have tested the power of this grain, which has (half the quantity) come up at a depth of six inches; at four inches depth every berry came up. Late sowing and shallow planting are practical errors.

practical errors.

I have taken good crops of Winter grain, where Spring grain was an entire failure from rust, season after season. The Fall-sown matures earlier and makes flour worth a dollar a barrel more, it being

makes flour worth a collar a barrel more, it being whiter and better every way than Spring wheat.

A chronic notion exists among the New-England farmers that "the soil has lost all its lime, and wheat "won't grow." By common consent this has become a fixed error in the farmer's calendar. Every shovelful of manure restores to the soil its quota of lime with all the necessary producing elements of vegetaa fixed error in the farmer's calendar. Every shovelful of masure restores to the soil its quota of lime
with all the necessary producing elements of vegetation. What more does the farmer want? Is it faith?
If so, he slone is at fault. Let him examine the
Patent Office Reports, and he will find Ohio raises 12
bushels per acre, Indiana and Illinois 13, Michigan 13,
Wisconsin 15, Genesce Valley 16 to 17 for a term of
years. Would our Fastern farmers compound at these
rates with their usual cultivation of crops? See Massachusets Reports, 1823-54—"their average yield is
"17‡ bush, per acre, while in many localities it is 20,
"even 25 bush, per acre." Farmers in Berkshire
County, Mass., report 34 to 35 bush, per acre, the cost
being 65 to 79 cents per bushel.

Is this not sufficient ensouragement for the NewEngland farmer? Will be persist in paying \$3 a bushel
for wheat and transport from the West when he can
produce it within his own walls at 65 cents or even
at \$1? But he argues: "it is an uncertain crop, it
"mildews," &c. Do oats, barley and rye ever mildew? Do not your potatoes rot year after year? Do
not the whole West suffer with the like calamities? And
are they blocked or discouraged? By no means.
Read the Western accounts of

are they blocked or discouraged? By no means. Read the Western accounts of weevil, fly, rust, and

glected branch of farming in the States referred to While addressing this class of your readers, I would say with carnestness and sandor: Dispet your doubt —have faith in success, and your farms, one and all will yield abundantly for your own wants, and to

THE COURIER AND ENQUIRER. To the Editor of The N. Y. Tribun

Sin : Your truthful article in refutation of the m warks of The Courier and Enquirer of the 19th inet. respecting the mobs of 1834 induced me to look at that paper to ascertain how far "THE TRIBUSE is in error." All that you have said in reply is true, I had hoped that Col. Webb, after the lapse of twenty years, would not only have seen the errors into which he fell in 1834, but would have had the magnanimit; to acknowledge them. He however persists in his wrong statements. He should be set right. The history of these "days of terror" may be published one of these days, so that posterity at least will know without gainsaying who was right and who was wrong at the period alluded to. Meantime allow me to say a few words on the subject in addition to what we

have so well said. The Courier and Enquirer savs: "The Abolition ists of 1834 whom, we denounced, openly advocated an interference with the rights of the South and the abolition of Slavery in the Southern States in det ance of the Constitution." It is not true. They did not propose to interfere with Slavery at all except by moral sunsion. The Courier and Enquirer is challenged to produce the shadow of proof in defense of in gratuitous and false assertion. The Courier and Enquirer also says: "They also advocated the "amalgamation of the races and countenanced and sustained white women of this City in marrying with the pegro!" THIS IS ALSO UNTRUE. Not a particle of reliable testimony can be adduced to support the allegation.

If, after the reiteration of such assertions without any reliable proof, Col. Webb persists in the calumny, what should be said of him as an editor, a man, a New-Yorker ! I cherish no ill-will toward him, though he has often in years gone by assailed me virulently and calumniously. This is, I believe, the first time I have taken notice of his attacks against myself or those with whom I acted in 1834. I now LEWIS TAPPAN. put him to the proof. New-York, June 25, 1858.

THE CITY GUARD'S EXCURSION.

Correspondence of The N. Y. Tribune. PORTLÁND, Wednesday, June 20, 1855.

At 72 o'clock this morning the New-York City Guard left Montreal in the Grand Trunk Railroad forry-bat, and after crossing the St. Lawrence River embarked on the mail train for Portland. At our departure hundreds of persons were assembled on the wharf, and their vociferous cheers as our staunch boat steamed out into the river, showed the warm feelings the Capadians entertained for us. Our band returned the compliment with "God Save the Queen." Embarking on the mail train we soon started off.

Our course on this road lay through portions of Canada, Vermont, New-Hampshire and Maine. The Grand Trunk Railroad is a well-built road and passes through a country of the most picturesque character; through the Canadian portion of the route there is mothing to be seen of interest, but as we approach Vermont our attention is drawn to the Green Mountains and their picturesque scenery, which though of the wildest character is nevertheless replete with interest. The various stations or villages through which we passed appeared to be very thinly populated, although some of the towns along the road presented a thrifty appearance. The White Mountains of New-Hampshire attracted the attention of the Guard, but owing to a dense fog that prevailed the summits were obscured from view; yet enough of their forty hights were to be seen to give us an idea of their grandeur. The scenery along the Kennebeck and Connecticut Rivers is exceedingly wild and romantic. Our course on this road lay through portions of Can-

gly wild and romantic.
I should not omit to mention that as the train crossed the boundary line and we were again upon our own native soil the Guard gave vent to their patriotic feelings in vociferous cheers. The band, not at all backward, performed "Hail Columbia" and "Yan-

At 7 o'clock in the evening we reached the City o "kee Doodle."
At 7 o'clock in the evening we reached the City of Portland and were received by the Portland Light Infantry. After a short march through the city the company were escerted to their quarters. It 9 o'clock in the evening we were entertained by the Infantry Company with a diamer at the Commercial House.
The table was spread bountifully with the delicacies of the season. Although at the Quarters there was a upply of liquors, which were served out in a stealthy manner in an inner room by a colored man, the Guard calculated upon making themselves happy over a coldwater banquet. In fact there was at the outset a bountiful supply of coffee and cold water, but the inner man had hardly been satisfied before there was a great cannonading of champagne corks. We were informed that the authorities had been on the look-out for this affair, and had steathily seized several casks and boxes supposed to contain the liquor that had been provided for the entertainment; but what must their oismay have been when they heard the continual popping of champagne corks from 9 o'clock in the evening. oismay have been when they heard the continual pop-ping of champagne corks from 9 o'clock in the evening ill 2 in the morning. The Fortland people thought the affair a fine joke, and laughed outright and in the faces of the authorities who were assembled about the place to winess the diemay of our hosts when they found their liquor seized. The military were too smart for the authorities. The supply of liquor was very abundant, and so enthusiastic were the Portland military that they knocked the necks off the bottles in-stead of wasting time in drawing the corks. At the entertainment great good feeling prevailed. The man who ordered the military to fire on the occasion of the late riot was present at the table and pointed out as an object of curic sity.

object of curicisty.

At a late hour the company broke up and the Guard were escorted to their quarters. On Thursday morning the Guard breakfasted at the Commercial House and afterward paraded through the city. There was a large turnout of citizens. We leave Portland at 11 o'clock A. M. for Boston.

MASS MEETING IN THE THIRD WARD.

On Saturday evening at 7 o'clock the citizens of the Third Ward met on the pier foot of Robinson-st. for the purpose of hearing a statement in regard to certain alleged obstructions on the pier, when the Police interfered, and by authority of the Mayor ordered the people to disperse. The assemblage then formed into procession, beaded by two flags and a band of music, and marched to the Park, where a meeting was organized by the appointment of Mr. Addison Gardines.

to the Chair.

Capt. Hancox of the steamboat Hero then addressed the meeting. He stated that he was the lessed of the north half of the Robinson st. pler from the bulkhead to the end of the dock, for which he paid an annual rent of \$2,500. The other side of the pier was rented by the owners of the Merchants' Line of steamboats. The latter had erected a long shed on their side of the pier, extending over the center line, which caused all the carts that were driven along the pier to come upon the north side, obstructing the business of the lessees of that side. Also that the people of the Merchants' Line had erected an office on their own ide of the pier, and another office on the side lessed by the owners of the Hero, thus destroying the business of the latter. The aggrieved parties had represented their case to the Mayor, who told them he had nothing to do with the matter. They then went to the Commissioner of Streets and Lamp, who, on finding the complaint well-founded, sent his men to remove the shed and office and then countermanded the order. Capt. Hancox said he learned subsequently from the Recorder that it was the Mayor who ordered the Street Commissioner to refrain from tearing down the shed and building. The speaker asked how Mayor Wood could reconcile his statement that he had nothing to do with the matter with his subsequent course in ordering the Commissioner not to do his duty?

Resolutions denouncing the obstructions on the pier

to do his duty?

Resolutions denouncing the obstructions on the pier as illegal and an outrage on the rights of the leases of the north side of the pier were read and adopted; and after addresses had been made by Capt. Maynard and Mr. Frederick Smith, the meeting adjourned.

ARRIVALS IN PORT .- On Saturday last the arrivals at this port from foreign ports reached the number of

Ship Tay... Ship Charter Ock... Ship John Hancock. Ship George Huribut

Thirteen deaths occurred on board the George Hu

What more need be said to revive this long-ne- but, and five on the Calhoun-all infants.